

INTIMATION



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state that our

AERATED WATERS

are made solely with the water procured from the Government Tytan Reservoir, and specially filtered in large storage filters on the best scientific principles.

Our AERATED WATERS are thus

ABSOLUTELY PURE,

and consumers of them may feel themselves quite secure against contracting Cholera by liquid agency, which it is comparatively easy to do by drinking impure water.

A. S. WATSON & CO.

LIMITED,

AERATED WATER

MANUFACTURERS

THE HONGKONG DISPENSARY.

Chinese Commissioners a draft of a new commercial treaty, which he asks them to negotiate upon. Now General SHARRETT has no power to do anything of the sort. He was sent out from the United States as a Commissioner for the Treaty, which is now finished, and he has nothing to do with the Treaty, the United States Commissioners for the latter being Mr. CONGER, Consul-General Goodnow, and Mr. J. S. FEARON of Shanghai. The treaty itself is not before us yet, and it is impossible therefore to discuss its clauses. The most difficult point, that which deals with the *lekin* question, has been referred to the British Government, and it is unreasonable to expect a speedy decision, even if it were desirable to settle such a matter hastily, which every man interested in the China trade knows is far from being the case.

One fresh case of plague, the victim being a Chinese in Second Street, occurred in the day ending at noon yesterday.

Ho Kin (37), the wife of a farmer residing at Tai O, New Territory, has committed suicide by hanging herself to a beam in the house. The deceased had been ill for some time.

Viceroy Yuan Shi-kai was received at the station on arrival at Tientsin on the 14th inst. by crowds of Chinese officials and foreigners, but there was no foreign guard of honour.

The British Admiralty have ordered Capt. Percy Scott's aiming apparatus, known as the "dotter," intended for distribution on the China Station, to be despatched as soon as possible.

The *Nagasaki Press* learns that when the expansion of the Japanese army is completed its peace strength will be 156,000 men, which can be increased in time of war to 309,000. Several critics have already pointed out how much weaker numerically is this army than those of European powers.

On the 3rd inst. a team from the Straits Siam Recreation Club, composed of Straits-born Chinese resident in Bangkok, played a game of Association football with another one of mixed Burmese and Siamese. A regular free-fight resulted and half-a-dozen unfortunate Chinese went to hospital at the termination of the proceedings.

The *Chongchi* correspondent of the *N.C. Daily News* wrote on the 23rd ult. "There are two small gunboats at Kishu, about 120 miles south of us, but the officials of this city tried to dissuade a missionary of this city from attempting to go down to Kiating as the river was not safe. However the missionary secured a guard and started out, and will probably get there all right."

Shanghai being apparently unwilling to find the money for the proposed boxing contest for the Light-weight Championship of China between Jack McAuliffe and Billy Bellew (formerly of Manila), it is possible that the fight will come off at Tientsin in about eight weeks' time, if McAuliffe's engagements at the Hanoi Exposition permit him to remain in the North for so long a time.

Messrs. Butterfield & Swire informed us yesterday morning that they had received, much to their regret, a telegram from Sydney informing them that Captain J. E. Williams of the *s.s. Chingfu* died at sea on the 15th inst., and was buried on Brampton Island, south of Townsville, Queensland. The deceased was in the service of the China Navigation Co., Ltd., on the China Coast and Australian Line for 26 years, and was well known here.

A serious question has arisen in connection with the underground tube railways with which London, within a few years, is to be pierced in all directions. It has been argued from the start of the "tuppenny tube" that the ventilation was automatic and well nigh perfect by reason of each train nearly filling the tube and acting like a piston, forcing out the bad air and drawing in fresh. The public accepted this theory, and as there were no bad odours, it was assumed that the atmosphere was healthy. The patronage has become so great recently that the cars at certain hours have been badly crowded and many passengers began to complain of feelings of dizziness and oppression. It was found that this was due to the presence to a great excess of odourous carbonic acid gas generated by human beings.

The *Singapore Free Press* of the 12th writes: "The ricksha strike in Penang began on Wednesday last, a wet day as it happened. The grievance of the men at first stated was that the inspection was too rigorous; then that two aprons were insisted on, this being the third change, the cost of which falls on the coolies. Subsequent news seems to indicate some sort of combined action on the part of the brokers, who, in Penang, rule the roost, having a large number of vehicles registered in their names, differently to Singapore. There has been very little disorder, the police seeming well able to check any attempt at that. A few stones have been thrown and several arrests made, but beyond the inconvenience to the public, the affair does not seem serious." The *Penang Gazette* is of opinion that the strike of ricksha-coolies there was encouraged by some person or persons at present unknown for their own ends. The pullers had a meeting with the Protector of Chinese and the Registrar of Jinsikias, and were unable to formulate any grievance except the strict inspection and supervision of the rickshas. Later advice indicates the likelihood of the grasping ricksha-owners being the parties the pullers really aimed at.

Pellard's Lilliputian Opera Co. was at the Opera House, Vancouver, B.C., when the *Empress of India* left Canada, and was doing well.

The *Times* Peking correspondent asserts that Viceroy Liu Kung-yi fears the competition of Japanese launches on the Chinese inland waterways.

The French Acting Minister at Peking, according to a telegram to a Japanese paper, has declared that France will oppose the Peking-Shanhai railway if the Peking-Paoing railway is not made over to the Lu-Han syndicate.

The cricket match Australians v. Sussex was drawn on the 2nd inst. The Australians scored 530 for six wickets and declared their innings at an end. Noble made 234 and Armstrong made 172; not out. 428 runs were added for the sixth wicket. The previous wicket record was 411. Sussex went in and scored 185, of which 130 were for one wicket.

A resolution of the Government of India has been published which modifies the regulations hitherto in force prohibiting the employment of lascars on voyages to ports on the East coast of America, north of 38 degrees North latitude in winter. As now ordered lascars may be sent far north as 43 degrees North latitude on the coast in question provided they are employed solely between decks in the engine and steward's departments and have voluntarily entered into special agreements to proceed so far.

A Berlin telegram of the 11th inst. reveals the fact that "It is now known that the German Government had considered the evacuation of Shanghai long before it was suggested by the Chinese. It was, however, resolved that the troops should only be withdrawn if the other Powers acted in the same manner simultaneously." A despatch of two days later says: "The evacuation of Shanghai has so far been only proposed at London. The opinion prevails here that it cannot be carried out before the four Powers interested have come to an understanding."

The *Straits Times* understands that statements to the contrary notwithstanding—the Sultan of Brunei has refused to sell his country to Sarawak, and is determined not to sacrifice it unless compelled to do so by force. He complains bitterly of the attitude assumed towards him by the British Consul, who is also acting as agent for the Sarawak Government in the proposed absorption of his dominions. Furthermore, our contemporary learns that the Sultan intends to appeal direct to King Edward for the protection of his State, the integrity of which, he contends, was assured to him by Britain under the terms of the treaty now existing between Brunei as a feudatory State and the suzerain Empire.

SIR HENRY BLAKE.

H. E. the Governor Sir Henry A. Blake, G.C.M.G., and party did not, as had been expected, return to the Colony by the C. P. E. steamship *Empress of India* yesterday. Information has been received that Sir Henry Blake decided to stop and see a little of Canada before his return to Hongkong.

NAVAL NEWS.

H.M. first-class cruisers *Blenheim* and *Arcturion* are due in Hongkong tomorrow and Saturday respectively, the *Blenheim* from Weihaiwei and the *Arcturion* from Shanghai. The gunboat *Esperance* is on her way south from the Behring Sea. The sloops *Mutine* and *Zouavo* are cruising in the Behring Sea.

MUSIC FOR THE PUBLIC.

The following is the programme of music to be performed by the band of the Royal Welch Fusiliers, on the New Parade Ground, to-day, from 5 to 6.30 p.m.:

March..... "The Toreador"
Overture..... "St. John's Hall"
Selection..... "Romeo and Juliet"
Valse..... "Wander Mad"
Quadrille..... "Excelsior"
Selection..... "The Greek Slave"
"Land of my Father"
"Men of Harlech"
"God bless the Prince of Wales"
"God Save the King"

EMIGRANTS AND IMMIGRANTS.

A House of Commons return gives the emigration statistics for the year 1901. Generally speaking, the average of previous years has been maintained, the number of emigrants having been somewhat greater, and of immigrants somewhat lower, than in 1900. Irish emigration has decreased, that of English and Scotch—and markedly of English—has increased. Of last year's emigrants, 194,941, or 64 per cent., went to the United States; 42,898 to British North America, 15,754 to Australasia, and 28,553 to the Cape and Natal. Compared with 1900, this is an increase of 5,550 to the United States, of 31 to Australasia, and of 3,035 to South Africa, but a decrease of 7,169 to British North America, the number of new settlers from Britain's shores for the great Dominion having only been twice smaller since 1878. The most noticeable increase in the classes of emigrants was in that of mechanics, which rose by no fewer than 5,000, or 40 per cent. By far the largest proportion of those who are returned as immigrants were visitors to England from the United States. Comparing the number of emigrants to places out of Europe with that of immigrants therefrom, it appears that in 1901 for every 100 British and Irish passengers who departed from this country 58 returned, while 50 foreigners arrived here from non-European countries for every 100 who went thither from the United Kingdom.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GREAT FIRE IN BORNEO.

[FROM OUR CORRESPONDENT.]

SINGAPORE, 9th August, 3.5 p.m.

PONTIANAK CHINESE SUPPER.

The Chinese quarter in the town of Pontianak, Dutch Borneo, has been burned down; the damage amounting to one million dollars.

[Pontianak is near the west coast of Dutch Borneo, on the Kapuas River. It has been a free port since it was ceded to the Dutch in 1855. Its total population at the last estimate was between 8,000 and 9,000, and the Chinese quarter is a large one.—Ed. D.P.]

REUTERS SERVICE.

LONDON, 17th August.

BOER GENERALS VISIT THE KING.

The Boer generals Botha, De Wet, and De la Rey, accompanied by their Advocate Ferreira, left London this morning on a visit to His Majesty King Edward on board the royal yacht at Cowes. They returned to London in the evening much pleased with the reception accorded them by His Majesty.

THE SPITHEAD ILLUMINATIONS SPOILT.

The illuminations of the fleet at Spithead in honour of the Coronation were spoilt by a thunderstorm.

THE SHAH IN ENGLAND.

His Majesty the Shah of Persia has arrived at Dover on a visit to His Majesty King Edward. H.R.H. Prince Arthur of Connaught welcomed him on behalf of the King.

CHINA AND THE POWERS.

Viceroy Yuan Shi-kai, Liu Kung-yi, and Chang Chih-tung, in interviews with the American Tariff Commissioner, united in declaring that China must make a supreme effort to promote commerce and friendly intercourse with Europe and America. China would, they said, make an unprecedented exhibit at the St. Louis Exhibition.

HONGKONG CORONATION CONTINGENT.

A Montreal despatch dated July 26 says:—A cablegram was received to-day at the head offices of the Canadian Pacific Railway here, that the Hongkong Contingent, which left Montreal on June 14th to attend the Coronation, is expected to sail from Liverpool on August 18th, on the *Lake Champlain*. As the *Empress of China*, the steamer that will carry them from Vancouver to their homes in the East, does not sail until the 8th of September, the Contingent will have ten days in Canada, four of which will be spent on their overland journey. The returning Contingent is made up of two officers, 38 Europeans, 23 Chinese and 20 Indians.

SHOOTING PRIZES IN THE SERVICES.

Mr. Yerburgh, M.P., has obtained from the Admiralty and War Office some curious interesting figures relating to prize-firing in the Navy and Army. In the last financial year the sum of £2,252 was spent in prizes for heavy gun firing in the Navy and £12,500 in prizes for musketry in the Army; but, while there were no prizes for the Navy outside those bestowed by the Admiralty, the value of prizes contributed by private effort, outside those for the Volunteers, probably exceeded the amount contributed by the War Office. Confining our attention, however, strictly to the Admiralty and War Office awards, we shall arrive at some startling conclusions. It should be premised that the Admiralty prizes for heavy gun firing have considerably advanced in recent years, as rewards are now given for the best shots at the quarterly target practice. According to the last prize firing return, no less than 10,000 rounds were fired from the 16 in. and the 14 in. Forty-five ships did not send in returns, so we may assume that not less than 12,000 rounds were fired. If this average were maintained at the quarterly target practice, we should reach a total little short of 50,000 rounds a year. The mean cost of a round would be approximately £5, which would give a total expenditure in prize-firing of a quarter of a million a year. Now, the War Office prizes to the Army are five times as much as those given to the Navy, but we doubt if the practice ammunition provided by the State costs anything like a quarter of a million per annum. But even if it did, we could then show that the naval prize fund is starved, for it is less than £1 for every £100 spent in practice ammunition, whereas the Army prize fund is more than five times as great. It is computed that in the South African war only one bullet in a thousand got home; in a naval action the ship that cannot get in more than one shot in ten is doomed to disaster. Yet in such estimation is naval gunnery held that when the marksmen who established the world's record in straight shooting was reported to have died from cholera in China, his poor relations were asked to pay the cost of a cab to carry him to the report! The best shot at Bialy, who can never hope to kill more than one man at a time, gets £250 and a gold medal, is chaired round the camp, and when he gets back to his village a whole county will turn out to meet him. When one man who can sink a third class cruiser in the space of one minute dies, his friends are asked to pay the cost of a telegraphic enquiry; and the man dies in the consciousness that he has well earned a prize of one shilling and sixpence.

CANTON NOTES.

[FROM THE "CHUNG KOO SAN PO."]

THE CANTON-HANKOW LINE.
H.E. Chang Fat-shi, director of the Hankow and Canton railway, has arrived at Canton and paid official calls to the high authorities. A deputy has been sent to hire two hundred able bodied natives as lookouts from the districts of Ying Tak and Ching Un for the protection of the railway, and a matchless is to be erected at Wong Fa for temporarily housing the two hundred. It is reported that all the land through which the railway is to pass will be resumed at reasonable market prices, according to the present value, half of the proceeds being returned to the owners, and the other half going as shares in the railway to the landlords, who will be entitled to the same rights as the other shareholders. The land-owners are permitted, if they prefer, to have all the proceeds of their land resumed as shares.

MINES IN CHINA.

It is reported that Sheng Kang Pao has sent a despatch to the Viceroy saying that he has already engaged several English mineralogists for the purpose of opening all the mines in the different provinces and asking the Viceroy to send officials to make an inspection of all the places in which mines are reported to exist.

AN EVIL DRAGON INDEED.

On account of the heavy rains, most of the district of Wei-yuen, in Lau Chow prefecture, Kwangsi, was terrible flooded on the 17th July. Inside the city the water was seven feet above the level in the morning, and many people climbed up the trees and the city wall for safety, but in the evening the water gradually increased to about sixty feet high. The magistrate and his family, together with a great number of people, were washed away. All the houses in Pak-mu-tan, together with the inhabitants, were carried away by the water. It is reported that over a thousand people were drowned and several thousand rendered homeless. The people say that this flood was caused by "the evil tailless dragon."

THE NEW GOVERNOR.

H.E. Li Hing-yui, the new Governor, is expected to arrive in a day or two. The Nam-hoi and Pao-yui magistrates have made all necessary preparations for his reception. As soon as he arrives, Viceroy Tao Ma will hand over his seals to the Acting Viceroy Tak-sow.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 19th August.
Sir,—I was very glad to learn from the letter signed "Vigilans" in your issue of this morning that somebody was interesting himself in the matter of the programme for the next race meeting. I was also glad to hear that the persons referred to were drafting their programme with due regard to the claims of the owners of old waters and China ponies in the matter of races and prizes. Your correspondent "Vigilans" is not quite clear to me, for he says: "I do not speak of the old ponies in a sense prejudicial to their claim for having more races," etc., and then in the next few lines he goes on to give a reason why old ponies are not entitled to fair play. And what a reason it is! It is put in the form of a query as follows: "How many there are in the Colony who subscribe for an animal now and yet have the slightest idea whether they will be here for next meeting or not?" What does that matter? The horses make the race meeting, not the owner who stands on the rails and watches them. Therefore it is quite immaterial who owns the old pony as long as some member of the Jockey Club does so and finds sufficient encouragement given him to "race" him. It doesn't matter if he changes hands a dozen times between one meeting and another, the pony is still in existence and has been kept and paid for by someone in the interval and is just as good for racing purposes, subject of course to the treatment he has received in the changing hands process. Possibly "Vigilans" is a person who does not own an old pony and has not the slightest intention of ever being the owner of one, or he might look at the matter in a different light.—Yours, etc.

OWNER OF AN OLD PONY.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS OF THE LEE AQUIFER.

LEVEL.	1901.	1902.
Tytan.....	78 ft. 4 in. 0 ft. 24 in.	78 ft. 4 in. 0 ft. 24 in.
Pokfulam.....	15 ft. 0 in. 0 ft. 1 in.	15 ft. 0 in. 0 ft. 1 in.
Wongnaisheong.....	45 ft. 0 in. 2 ft. 0 in.	45 ft. 0 in. 2 ft. 0 in.

STORAGE GALLONS.	1901.	1902.
Tytan.....	145,280,000	284,800,000
Pokfulam.....	34,000,000	66,000,000
Wongnaisheong.....	000	33,280,000
Total.....	179,280,000	484,080,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JULY.

1901.	1902.
Consumption.....	128,131,000 122,179,000 gallons
Estimated population.....	213,000 214,700
Consumption per head per day.....	184 183 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JULY.

1901.	1902.
Consumption.....	13,295,000 16,703,000 gallons
Estimated population.....	37,900 57,000
Consumption per head per day.....	118 94 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHAMBERS,
Water Authority.

POLICE COURT.

Tuesday, 19th August.

BEFORE MR. J. H. KEMP (Acting Police Magistrate).

THEFT FROM LAUNCH "STANLEY."

Ling Tak Huen, a servant boy on the launch *Stanley*, pleaded guilty to stealing a gold watch and chain, and a few other articles belonging to the master, W. Robinson, their total value being \$34, and eight dollars in money owned by a seaman on the launch. He was sentenced to two months' hard labour.

Mr. Robinson engaged the defendant about a week ago, and had found him very satisfactory. On Monday night, just before sitting down to dinner, Mr. Robinson took off his coat, in the breast-pocket of which were the watch and chain, and \$3 in cash, and hung it up in his cabin. Contrary to his usual custom, he did not wind up the timepiece before retiring to bed, and it was only when he went in the morning to ascertain the time that he discovered the theft. He called for his "boy," the defendant, but of course got no reply, and the suspicion that was forming in his mind became certainty when the seaman who had been robbed of \$8 came along and reported his loss. Adding the information that the defendant had gone astray, Notice was at once given to the police, and detectives were sent out to watch the boats leaving for Canton and other ports adjacent to the Colony. The mid-day steamer to Canton was on the point of leaving when a search party boarded her, and there among the passengers was found the missing man, the stolen watch in his pocket and the chain adorning his breast; six dollars in hard cash was found in his possession, and also a quantity of sweetmeats for consumption on the trip. The evidence against him was overwhelming, and he admitted his guilt; with the result described.

ROBBERY OF A CHINESE BANK.

On Sunday night thieves entered the premises of a Chinese bank situated at 135, Queen's Road Central, and stole a couple of money-bags containing between them silver money, to the amount of \$500. Their mode of operation was simple. There were only three men, natives, and whilst one interviewed the manager on the matter of how much interest he would receive on \$100, the other two went round to the back, ostensibly to light their cigars, and gained possession of the two money-bags, with which they cleared off. Two men have been arrested for complicity in the robbery, and will be charged on Monday.

FUGITIVES OF PASSENGERS.

Chan Mai, the master of a rowing boat, was charged with carrying eight passengers in excess of the number allowed by his licence, and also with refusing to stop his boat when called upon to do so by the complainant, P. C. Connell.

Complainant and defendant stopped rowing when first called, but on being told to come alongside the police boat he immediately pulled away in the direction of the Canton wharf, which he reached first and where he landed eight passengers before complainant came up with him. There were then thirteen passengers on defendant's boat, the number allowed by his licence.

The defendant said he thought the constable wanted to cross his bow, as he rowed out of the way. He did not notice he was being hailed, or certainly he should have stopped at once.

His Worship found him guilty of the first charge only, and imposed a penalty of \$11.

DAMAGE BY TYPHOON IN JAPAN.

On Sunday night, 10th inst., Kobe was visited by a storm which had all the characteristics of a typhoon. During the day the wind blew in heavy gusts from the north-east, and at night the force increased, then came a hail and a shifting of the wind to the south, after which it moved round to the west. The centre of the storm passed across the north of Kyushu, and at 10 p.m. on Sunday entered the Inland Sea, at which time the wind was most violent. The area of low pressure, crossed the Chugoku from south to north, and passed into the Japan Sea at a high speed, causing a heavy gale and a tremendous rainfall in the district over which it passed. It was the heaviest storm recorded this year, and in the harbour the typhoon, as far as it affected Kobe, resulted in at least one serious mishap. At about 8 o'clock on Sunday evening the North German Lloyd launch *Lloyd* was blown on to the seawall beyond the Kawa-saki dockyard. Among the shipping generally not much damage was done.

THE LATE MR. ALEXANDER MICHE.

The *N.C. Daily News* says:—Alexander Michie, who came to Hongkong in the 7th instant in the old country, at the age of 68, was a man of strong character, who made his mark in Shanghai many years ago. He came out to Hongkong in 1861, and afterwards became a partner in the firm which was one of the leading houses of Shanghai until the commercial crisis of 1883 brought it down. In those early days the Chinese were almost unknown, and it was Alexander Michie who practically discovered Canton and Shanghai, which ports he visited and to which he was a member of the Hongkong Association to the Upper Yangtze. In the studies, when the gorges were first passed, he was subsequently a partner in the firm of Chapman, King & Co., and when that firm ceased to exist, he went to Tientsin, where for some years he was editor of the local paper. He was an exceedingly prolific and fruitful writer, and was for many years a contributor to the *Times* and *Illustrated*, his writing being characterized by a vigorous and directness not often met with. He dealt with the missionary and opium questions in a very forcible manner, and established a "latter" reputation in the West. He was the author of the book *The Englishman in China*. Alexander Michie was a man of great attainments but of sterling world and probity, and was a friend any man might have been proud of. No particulars of the circumstances of his death have come to hand, but it is known that he died in his bed, full of years and vigorous to the last. His memory will be long remembered by the many who enjoyed the pleasure of his friendship.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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BIRTHS.

On the 10th August, at the Peak, the wife of G. W. C. PEMBERTON, of a daughter. (237)
On the 9th August, at Birkenhead, England, the wife of W. P. Ken, H.B.M.'s Consul at Wuhu, of a son.

DEATHS.

On the 10th August, at Iskander Hall, Lahore, ELIZA KRAMBERT, eldest daughter of the late Rev. E. F. KRAMBERT, wife of DAVID MILDREDE, aged 63 years.
On the 13th August, at 33, North Soochow Road, Shanghai, MAUREN, infant daughter of JOHN and ANNIE LANG NIVEN, aged 6 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th August, 1902.

The unanimous assurances of their Excellencies YUAN SHI-KAI, LIU KUNG-YI and CHANG CHIH-TUNG to General SHARRETT, the representative of the United States in the tariff negotiations between the Powers and China, were not of a startling nature nor otherwise than what might have been expected of the three Chinese statesmen in question. The conduct of these high officials was irreproachable at a time when nearly all other leading men in China were backing up the criminal conduct of the reactionary clique at the Imperial Court, and though their latest remark is in the nature of a truism, it is none the less welcome as an indication that their views on what China's relations with the outside world should be have not changed. The addition which they made with regard to China's exhibit at the St. Louis Exposition may be taken to show that they were not pledging anything on behalf of the Chinese Government, though the fact that they should so add the statement is certainly a tribute to the energy of the Exposition's special commissioner. Perhaps it is the multitude of "commissioners" of various kinds now in China which has caused certain misunderstandings about the status of some of them. We have heard within the course of the current month that General SHARRETT has handed to the

LATE TELEGRAMS.

NEWS VIA CANADA.

SOUTH AFRICA.

NOT WANTED.

Denying a rumour that Dr. Leyds was returning to South Africa, Mr. Chamberlain made the important announcement today that all those of African birth who had fought against the British would not be allowed to return to South Africa.

A TALE.

Dr. B. O. Koller, Mayor of Bloemfontein, has arrived here. He attributes the War in South Africa to a trivial incident, namely, the impoliteness shown by President Kruger to the late Cecil Rhodes during their last interview, which took place on the street in Pretoria, where Mr. Rhodes had arrived to carry on negotiations with Mr. Kruger. Before Mr. Rhodes could state the object of his visit, according to Mayor Koller, Mr. Kruger who had a Bible under his arm, growled: "I must go to church," and broke off the interview abruptly, leaving Mr. Rhodes standing in the street. That was the last time Mr. Rhodes saw Mr. Kruger and he left Pretoria convinced that the old man was impracticable.

GENERAL NEWS.

THE SHIP-SUBSIDY QUESTION.

The House of Commons Committee appointed to enquire into the question of steamship subsidies was in session this morning and examined Senator G. A. Drummond, of Montreal. Mr. Drummond said that he had arrived at the conclusion from recent developments of American subsidies, that the land lines were the chief factor in the situation and the ocean lines were merely adjuncts. At first sight it would appear that the purchase of a number of old British steamers by American companies could be remedied by building new boats. But he believed that if this was done by a new organisation it could be made profitable by the American side, who, by means of through bills of lading from the producing centres, could control freight as well as a considerable portion of the passenger-traffic. He believed that the only hope of escape from the control of the American shipping combine lay through Canada. Therefore, he advocated a speedy, up-to-date service of 22-knot steamers between Great Britain and Halifax instead of New York. Such a line ought to be subsidised to the extent of £300,000 to £400,000 yearly for ten years. He said that the Government of Canada had paid a half of £100,000 for a line, but he believed that the line, if judiciously managed, would be self-sustaining. It would be advantageous to both countries to stimulate the trade between Great Britain and Canada.

Toronto, 23rd July.

The Evening Telegram's cable says: Absolutely nothing definite has resulted from the Imperial Conference. There has merely been a general discussion. No resolutions have been formulated. Great Britain is reticent in regard to preferential duties and steamship subsidies. Some leaders have been submitted for the fast Atlantic service, based on the subsidy of a million and a half. Ship-owners say that they know Parliament would ratify such a proposition. The interests of the Canadian Pacific Railway are recognised, and will be consulted when all the lines have been received. It is hoped that the Canadian Pacific and Great Britain will unite in making the project a success.

Montreal, 25th July.

Discussing the Canadian Pacific Railway tender for the fast Atlantic steamship service to be subsidised by the British and Canadian Governments, to the extent of \$1,500,000 per annum, Sir Thomas Shaughnessy, the President of the Company, stated today that the plans contemplated the construction of four 20-knot passenger steamers and ten or eleven 10-knot cargo-boats, with a speed of 15 knots. Other railway companies would be placed in an equally favourable position to the Canadian Pacific, as regards traffic, etc.

CANADA AND JAPAN.

Ottawa, 22nd July. The attention of the Dominion authorities has been drawn to the enforcement of the statute passed in British Columbia to keep out all Japanese who are unable to pass a prescribed educational test. A similar law was disallowed at Ottawa one year ago, and it is stated that the same fate will befall this second attempt. The Federal Government is determined that no policy shall be pursued with regard to Japanese immigration which would offend British's chief ally in the Orient.

Ottawa, 24th July.

The Government has just been notified of the copy of the notes of the Legislature of British Columbia, passed last session. The Federal authorities have twelve months from the date of the receipt of Provincial statutes at the State Department within which to disallow them, on the grounds either of their being detrimental to public policy, or of exceeding the powers of Provincial legislation.

The Government is satisfied with the action of the British Columbia Legislature in repealing the statute which had been inserted in fourteen months after its passage, against the immigration of Japanese and Chinese labour. If the Legislature were to repeal itself to anti-Chinese legislation, there would not likely be any objection from Ottawa. But so long as Japan is included in restrictive legislation the Dominion Government is bound to interfere.

SIR CHARLES DILKE AND THE AMERICAN INVASION.

Sir Charles Dilke, answering a suggestion that Parliament enquire into the invasion made by the American combines in Great Britain, writes that while special circumstances make the acquisition of British shipping by foreigners deserving of public attention, he fails to see any reason why the investment of American capital in other industries should be discouraged.

THE IRISH QUESTION.

London, 23rd July. The House of Commons to-night entered on a series of Irish debates. When the estimates for Ireland came up for discussion, Mr. Redmond, Chairman of the Irish Parliamentary Party, moved the reduction of the salary of the Chief Secretary, Mr. Wyndham. Mr. Redmond maintained that Mr. Wyndham had done nothing for the country, and that the Irish problem was more dangerous to the Empire to-day than it had been for a quarter of a century.

Mr. Wyndham's accusation that Mr. T. W. Russell, the Lib-Lab-Unionist member for South Tyrone, palliated the disorder during the De Freyne evictions, brought out a heated denial from Mr. Russell, and lengthy exchanges between himself and Mr. Wyndham. Mr. Russell declared that only a man who had sold himself, body and soul, to the landlords and evictors, would dare make such an accusation. Dealing with the formation of the Irish Land Trust, Mr. Russell said that it would provoke a war, the end of which no man could foresee.

London, 23rd July.

The closing days of the session of Parliament are witnessing heated discussions of the ever-recurring Irish question. This week was especially noticeable for the fierceness of the accusations and recriminations hurled across the forum of the House of Commons. The resentment of the Irish members was stirred to an unusual degree by the discovery of alleged secret designs of the Land Trust, organised by the landlords, for the avowed purpose of resisting the threatened combinations of tenants and suppressing the alleged boycotting and intimidation instigated by the United Irish League or otherwise. The Irish leaders point out that Lord Clonbrock and Lord Barrymore, better known as Arthur Hugh Smith Barry, Chairman of the National Union of Conservative Associations, who are among the prime movers of the secret trust, signed the same week, as Privy Counsellors, a proclamation from Dublin Castle enforcing the Coercion Acts over half of Ireland. All the Trustees of the Trust, the Duke of Abercorn, Lord Waterford, Lord Ashdown, Lord Clonbrock, Lord Barrymore, and two others, are Privy Counsellors. The Trust has a long list of subscribers, and ample funds for fighting the tenants and the league which is behind them.

We are not surprised, said Mr. John Redmond, a representative of the Associated Press, "if O'Brien, Dillon, Davitt, myself and other leaders, are arrested at Mr. Wyndham's instance within a fortnight. In fact, we are rather expecting to be arrested on charges of unlawful assemblage and intimidation. They have already brought injunctions and damage suits against the league and against us individually."

Dublin, 26th July.

Another step in the Irish Land war has been taken in the filing of an injunction suit, brought by John Redmond, William O'Brien, John Dillon and Michael Davitt, who are upholding the De Freyne Estate tenants' troubles, against the new Land Trust; this suit alleges conspiracy on the part of the Land Trust, to prevent the plaintiffs from accomplishing by lawful means the reform of Parliament respecting the Irish laws.

LONDON, 24th July.

Details of a remarkable case of persecution by other officers of a young Lieutenant of the Second Life Guards at Windsor, a regiment of which King Edward is Colonel-in-Chief, show that in this crack cavalry organisation, like many others, the officers are intolerant of the presence of anyone who takes his profession seriously. Second Lieutenant J. D. Gregson, who secured a commission in February, 1902, was known to be a hard worker, efficient, and popular with his men. On Monday night, a number of officers of the regiment chased Lieutenant Gregson out of his quarters, hunted him through the barracks with whips, at the same time using foul language; ducked him in a horse-pond, until he was half-dead, and subsequently wrecked his quarters, and destroyed his entire kit. The victim was forced to spend the remainder of the night on the bare floor of his room, wrapped in an overcoat. The only explanation for this treatment is that Lieutenant Gregson was socially undesirable. There is no question, in view of the Lieutenant's record, and the King's connection with the regiment, but that His Majesty will order a strict investigation into the affair.

THE HAITIAN REVOLT.

London, 24th July. The army from the Department of Arrondissement from the districts in sympathy with M. Firmin, who has been declared President by the Artibonites, is marching on Cape Haytian from three sides. General Alphonse Salnave has arrived at Plaisance, General Emile Gaspard has reached Port-au-Prince, and General Thome Monfiston is moving on St. Raphael and Trou. Gen. Alexis Nord, the Minister of War of the provisional Government is still here, but it is not known whether he is contemplating a flight. The Haitian army is in order to take charge of the troops relied upon to defend the capital, Port-au-Prince. The population here is in a state of uneasiness, believing that the town will shortly be attacked by the force under Firmin in the east. No news has been received regarding the movements of the warship Crete-Pierrot, but it is feared that she may appear off this port and land troops to support M. Firmin's forces. There are no foreign warships here.

IMMIGRATION INTO CANADA.

London, 25th July. In the House of Lords to-day Lord Burghclere, Liberal, asked Lord Onslow, Under Secretary for the Colonial Office, if he could inform the House regarding the alarming statement that Canadian land was being bought up by Americans, of whom 200,000 were said to have emigrated to Canada this year. The Under Secretary said that he had no information of the statement being incorrect. In 1901, the number of Americans who emigrated to Canada was 17,987, while, to the most recent date this year, the number was 24,100. The Under Secretary also said that in Western Canada, land was being taken up with unexampled rapidity, not only by Americans, but by Englishmen and other Europeans, which bid fair to make the Canadian fields an important factor in the wheat supply of the world.

THE EDUCATION BILL.

London, 26th July. On one important measure the Irish Nationalists intend to vote with the Government, namely the Education Bill. Throughout the long and stormy discussions of the details of the Bill the Irish members often sided with the Opposition, but on the final vote on principles, and consequently not on the details of the Bill, they will support the Government. The vote against the Education Bill will be small in proportion to the tremendous agitation of the Nonconformists against the measure. Many prominent Nonconformists declare that they will carry out their avowed purpose of refusing to pay school taxes under a law which does not allow proportionate representation of the taxpayers on the school board.

VENEZUELA.

Caracas, 26th July. President Castro, of Venezuela, has returned from Barcelona to Caracas, because it was impossible for him and his army of 3,000 to attack the Revolutionists entrenched at Aragua (capital of the State of Guzman Blanco), and waiting for him. He left without firing a single shot, notwithstanding his proclamation in which he said he would fight one against ten. The moral effect produced by his retreat is disastrous to the Government, and gives an idea of the strength of the revolution which latterly has spread towards the centre of Venezuela. The Revolutionists are at Caracas on their way to Orinoco (60 miles from

Caracas). President Castro's new plan is to attack the Revolutionists near Valencia, where they are assembling from all directions. General Matos, leader of the revolution, is already leaving for that vicinity. The Government of President Castro cannot hold out much longer. Funds are needed, and forced loans are being resorted to. Trains on the Caracas Railroad are being held up daily by the Revolutionists.

NEWS VIA SHANGHAI AND JAPAN.

THE KAISER AND KITRENER.

London, 2nd August. The Kaiser has invited Lord Kitchener to visit Germany.

GERMAN NAVAL FORCE INCREASED.

Germany is increasing her effective naval strength to 35,000 men.

CENTRAL AMERICAN FIGHTING.

General Benitez at the head of three thousand Government troops now entrenched at Panama. General Serru, with four thousand revolutionary troops, is approaching and an attack is hourly expected. The Venezuelan revolutionaries are nearing Caracas, the capital of the state. The Colombian warship Carthagenia is supporting Matos. The steamer Danrig is lying in a crippled state at Trinidad. The gunboat Bolivar blocks the entrance to the Orinoco.

London, 5th August.

The Venezuelan insurgents are growing bolder. They are stopping trains bound to or from Caracas. German, Italian and American warships are assembled at La Guayra. The rebels hold the other ports except Maracaibo. Despatches from Colon announce that a rebel force has been defeated at Aguadulce, Pariba Bay, west of the Gulf of Panama.

London, 6th August.

The Colombian revolutionist generals, Lacroix and Vidal, have been tried by court-martial and shot.

Berlin, 13th August.

There is no confirmation of the report that the United States and Germany, in consideration of the rebel movement in Venezuela, intend to land troops there for the protection of their interests.

PLAYING AT WAR.

London, 5th August. At the French naval manoeuvres in the vicinity of Hyeres Islands, near Toulon, the submarines succeeded in "torpedoing" three battleships.

GERMAN AND OTHER COUNTRIES.

Berlin, 11th August. The relations of the German Emperor and the Tsar have become rather intimate by the former's visit in Revel, the mutual confidence of the monarchs being very great. The Emperor will henceforth exchange his views on all new questions which may be raised.

On the occasion of the London Coronation, the German Press speaks very highly of King Edward's love of peace, and his heroism in bearing his sickness. King Edward wired his thanks to Chancellor Comte Dillow, who tendered his felicitations to the King.

AN UNFOUNDED RUMOUR.

Berlin, 13th August. The rumour about the position of the new French Premier, M. Combes, being shaken, is lacking foundation.

PORTUGUESE EAST AFRICA.

Berlin, 13th August. The news that the Portuguese colonies in East Africa have been ceded to England, is stated to be groundless.

A BRITISH ESTIMATE OF THE GERMAN NAVY.

Mr. A. S. Hurd contributes to the Nineteenth Century for July a very good article entitled "The Kaiser's Fleet." His study is necessarily largely comparative, for while he writes of the German Navy he has always the British Navy in his eye. The German Navy Bill of 1900, which authorised an expenditure of 75 millions on new men-of-war and 13 millions sterling on dockyards in which they can be prepared, contrasts very favourably with the British Naval Defence Act, inasmuch as the German measure takes account of all the needs of the fleet which it is to create. It makes provision for the extension of the organisation of the great naval ports will proceed *par passu* with the construction of the men-of-war. In 1920 the German Navy will consist of 33 thoroughly modern battleships and 17 *admiral* reserve ships, making 50 in all. Behind these battleships there will be 52 cruisers. In that year the British Navy will only be three battleships stronger than that of Germany. Germany will therefore be the second greatest naval power in the world, and her battle squadrons will exceed in value such ships as she will be able to allocate to the defence of the near seas. The preamble of the Navy Bill shows that the purpose of the German Fleet is to be strong enough to cope with that of Great Britain.

THE GERMAN FLEET UNDER INSPECTION.

Mr. Hurd speaks very highly concerning the efficiency of the fleet and the inspiration which it receives from the Kaiser. During the visit of Prince Henry to Ireland Mr. Hurd had an opportunity of seeing the German ships at sea. He says that their colour is the nearest approach to invisibility which can be obtained under the usual conditions. The painting of the ships is provided for out of the national funds, whereas in the British Navy much of the expense of the ships is met by the Admiralty. The German ships are then in no way to be belittled, and as a backbone to be polished by the crews. From end to end of the ships there is no gleam from a square inch of metal work, brass or steel. The weather decks are laid with a light reddish coloured cement, which can be cleaned easily by the turning on of a hose. The cement will not splinter or ignite under gunfire, and nothing can look smarter than this hard and even material. There are very few wooden fittings, and even though the insides of the cabins are made of wood, these could be cleared away in a few hours before going into action. The comfort of the crews is considered more than in British ships. The vessels are ventilated mechanically in hot weather, and heated in cold weather by pipes that run everywhere. There are baths for the officers, and for the men numerous handbasins with water laid on in comfortable dry spaces. The food is good, is supplied in excellent quality and in ample quantity. The men have a different diet every day and they enjoy their meals; for they need to supplement their rations at the canteen out of their own pockets.

In summary the German Navy reveals some admirable points. It is a force which is hampered by few traditions. It exists with one object only—to fight and to win. It may be that it has glaring faults; we may be sure that it is not perfect. Its seamanship certainly is not yet as high as that of the British Fleet, and probably other holes could be picked in its training; but the fact remains that it is trained with serious purpose; that all smartness for mere smartness sake is swept away; and that the sea forces of the world it marks in importance particularly the highest state of efficiency yet attained.

CONTINENTAL OPINION OF THE CHANGE OF PREMIER.

The Paris correspondent of the Times wrote on the 15th ult.:—Several papers comment today on Lord Salisbury's resignation. The Temps speaks of him as having reluctantly accepted Imperialism, with its vulgar boastfulness and thirst for conquest and an alliance with Mr. Chamberlain's neo-Radicalism. "The broad and lofty intelligence, the wide culture, the delicate conscience and tastes of the heir of the Cecils must," it says, "have grievously suffered from the concessions which he had to make to these allies, to the ideas more than to the men, in order to obtain the victory and crush Liberalism. A man of this worth must sometimes have blushed at the grotesque ceremonies of the Primrose League while with a serious air taking part in them. It is, perhaps, the unconscious and unwoven tragedy of this career, brilliant, illustrious, and apparently successful as it was, that Lord Salisbury preserved the surface only by sacrificing the substance and saved the letter only at the cost of the spirit. It is a democratized, imperialized, colonialized, and vulgarized England that the faithful devotee of Toryism, aristocratic tradition, and High Churchism has succeeded in shortening from revolutionary attempts or even from the enterprises of Liberalism. It is with Mr. Chamberlain, by the aid of proceedings dear to that innovator, in the name of the realistic and somewhat materialistic policy of that sworn enemy of all mysticism and romanticism, that the head of the Cecils has harnessed fortune to the chariot of a renewed and transformed party."

In any case, what closes today with Lord Salisbury's departure is a whole historic era. The last great statesman of the Victorian age disappears from the scene. It is the most finished type of the politician in a Parliamentary country, the chief of state by right of birth and of conquest, who voluntarily retires from public life. The Temps holds up as an example to the French Chamber the unanimous cheers with which the new Premier was greeted.

The Temps, looking at Lord Salisbury may long enjoy his retirement, defers a biography of him, but says:—"In domestic policy he has always desired to be a pure Conservative, faithful to his principles with a consistency which has sometimes seemed narrow-minded but has certainly been his strength. The choice of the straight line is, indeed, the best means of achieving great things in politics, even if it be contrary to philosophy. A philosopher and an intellectual like Gladstone is necessarily condemned to grope his way, to doubt what is truth, to pass from one party to another, and even—which is much more serious—to sacrifice to the expediency of the moment the interests of his country, which may be generous or may be simply chimerical. There is nothing of the kind in Lord Salisbury's positive and realistic mind, which, however, did not preclude the display of much prudence, tact, and courtesy. His English patriotism has nothing of the grandiloquence and rather brutal imperialism of Mr. Chamberlain, but it is more effective. It may even be supposed that he did not tolerate without some impatience the manner in which the 'new diplomacy' claimed to aggrandize Mr. Balfour, trained in his uncle's school, being Premier, and the Marquis of Lansdowne remaining at the Foreign Office, it may be hoped that England's foreign policy will be more accommodating than if it had been directly under Mr. Chamberlain's influence."

The Liberal predicts that Mr. Balfour will be unable to maintain the alliance between the Tories and the Liberal Unionists. The same paper's Berlin correspondent writes:—"The news of Lord Salisbury's resignation has, it is true, been received here with surprise, but the surprise is due to the occasion rather than to the fact. Germans have for some time been accustomed to regard Lord Salisbury's resignation as an event of the immediate future, but now that it has come they ask why it should have taken place at the very moment when the King's rapid recovery had brought the Coronation festival again in sight. Public opinion finds it difficult to believe that the state of Lord Salisbury's health has made immediate resignation imperative, and alternative explanations are not wanting. It is even suggested that matters have been accelerated by the fear that if there were any delay, Mr. Chamberlain's popularity should in the meantime assume such proportions that it would not be possible for his Majesty to select any other successor to the late Prime Minister. There is, however, a general disposition to wait for further news from London before forming any definite judgment."

The Berlin journals, which on Mondays appear only as evening editions, confine themselves for the most part to accounts of Lord Salisbury's political career without any discussion of its significance. The Post, which in foreign policy sometimes reflects the views held in official quarters, after comparing Lord Salisbury with Mr. Gladstone, says:—"It is a labour with a view to deliberation, not to action. When he became Prime Minister for the first time, in June, 1885, he immediately strove with all his strength to bring England out of the isolation into which through Gladstone's influence she had entered. He tried, before all else, to improve relations with Germany as much as possible."

The National Zeitung, the organ of the National Liberals, says:—"It has been granted to Lord Salisbury to give the English people as their leading statesman peace after a long and dangerous campaign, in which he has assisted them to make an addition of the first importance to their Colonial possessions, whereby the power of England in South Africa has been placed for a long period on a secure basis. With this great success Lord Salisbury now desires to conclude his long and useful political career. Outside England it will not be without recognition that he has always been a temperate and judicious representative of his country's policy, and has done as much as in him lay to prevent European complications."

Mr. Balfour is not a familiar name to the German public, and, although the *Freisinnige Zeitung* speaks of him as "the son of the Salisbury-Oboloth which lived in power at Lord Salisbury," the paper generally expressed that the influence of Mr. Chamberlain may prove too strong for him. On the other hand, there is a disposition to believe that Mr. Balfour's relationship to Lord Salisbury and their long political connexion will make any important change in British foreign policy improbable. The

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National-Zeitung says:—"Mr. Balfour is not a statesman of genius, but he is safe and trustworthy. It may be expected that the new Premier will conduct affairs with a firm hand on the lines hitherto followed, and foreign countries can therefore offer him their confidence."

The Times representative at Vienna says:—"Although it had been known here for some time past that the resignation of Lord Salisbury was merely a matter of some weeks or perhaps months, its announcement so soon before the Coronation has excited a little surprise. The simultaneous intelligence of the appointment of Mr. Balfour as his successor has diminished the interest in the event in that part of Europe, where the one possibility that really attracted the attention, not only of the political world, but of the general public, was that Mr. Chamberlain might be made Premier. A few of the initiated were aware that Mr. Balfour was the favourite candidate for the succession, if only because of the difficulty of securing support of the Conservative Majority for the Chamberlain Cabinet; but many foreign observers, judging from the immense popularity of the Colonial Secretary and the large and important part played by him in the public life of England, more particularly in certain of its international relations, found it difficult to realize that he could be passed over for a statesman whose record is filled almost exclusively with matters of domestic concern. Indeed, it is evident from the significant silence of the Press that in those international questions that directly affect Continental States Mr. Balfour is regarded by foreign politicians very much as an unknown quantity. It is, however, realized that his appointment has at least important negative advantages even from that standpoint. He has no enemies, and all that is known of him is calculated to excite sympathy, respect, and confidence. On the other hand, it can scarcely be doubted that the appointment of Mr. Chamberlain to the Premiership would have been looked upon in some quarters almost as an act of demonstrative defiance. The vigorous and effective fashion in which the Colonial Secretary has parried certain attacks upon England and the policy of the Government has afforded the not over-scrupulous anti-English Press on the Continent an opportunity of representing him in the character of a purely aggressive champion of British Imperialism. It is, however, fully realized here that in matters affecting the foreign relations of the British Empire Mr. Chamberlain will be the leading spirit of the Cabinet to a greater extent than ever."

LATEST STEAMER MOVEMENTS.

The T.K. steamer Nippon Maru, with mail, etc., left Shanghai for this port on the 18th inst. at 7 p.m., and is due here to-morrow, at daylight.

The M.M. steamer Laos, with the next French mail, left Singapore yesterday, at 4 p.m., for this port via Saigon.

The H.A.L. steamer Freiburg, from Hamburg, left Singapore for this port on the 16th inst. and may be expected here on or about the 22nd inst.

The T.K. steamer Tenaka Maru (European Line) left Shanghai for this port on the 18th inst. and is expected here to-morrow.

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Proofs read by Englishmen.
STOREKEEPERS
F. BLACKHEAD & CO.
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

SWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MOORE & SEYMOUR.
49 and 51, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Importers. Sole Agents
for Shipyard Commission ("Grey-
hound Brand") and Dismantling
Agents & Co's Commission.

WATCHMAKERS
DRON & CO.
10, Queen's Road Central. Repairs of
all kinds of Clocks by competent
workmen. Estimates at moderate rates.

SITUATION WANTED.
A YOUNG ENGLISHMAN with three
years' experience in Mercantile Firm,
offers his services to any local firm or abroad at
very moderate terms.
Apply to "CLERK,"
Hongkong, 28th July, 1902.

BRITISH NORTH BORNEO.
WANTED.
A NEXPERIENCED FOREMAN for a
Government Timber Mill. Must be
thoroughly acquainted with the erection and
management of Timber-cutting Machinery.
Forward copies of recent testimonials and state
salary required to:
DIRECTOR OF PUBLIC WORKS,
Singapore.
Hongkong, 4th February, 1902.

WANTED.
A PORTUGUESE CLERK who writes
fluently in all languages and has some knowledge of
Bookkeeping and Theories.
Applications to:
"THE CHINA DIRECTORY,"
Hongkong, 19th August, 1902.

WANTED.
**A RESPECTABLE AND TRUST-
WORTHY EUROPEAN** as
ASSISTANT FOREMAN of a Brick Yard.
One with some previous knowledge of Brick-
making or Engineering preferred.
Apply by letter to:
"R,"
Case of Daily Press Office,
Hongkong, 19th August, 1902.

DAVID COESAR & SONS
NAVY BOILER
LONG PLATE
BELLANCE CROWN
LAPPAULING
ARNOLD KARRER & CO.
15-22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

THE HONGKONG DIRECTORY
AND HONG KONG LIST FOR THE FAR EAST
FOR
1902.

THE HONGKONG ANNUAL ISSUE.
The DIRECTORY covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port or Settlement is preceded by a DESCRIPTION,
concisely revised each year, most of
which will serve as accurate GUIDES for the
traveller, giving every detail in connection with
the place, its History, Topography, &c., &c.
The Information in these Descriptions, con-
sisting of a hundred interesting articles, packed
with facts, is constantly set out, and containing
statistics of the Trade of each Country and
Port, would alone suffice for all a large volume.
The CHRONICLE and DIRECTORY, al-
though printed in smaller type than formerly
and condensed in every possible manner, con-
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INSURANCES

BALAMANDER FIRE INSURANCE
COMPANY.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HCTZ, JACOB & CO.
Hongkong, 2nd April, 1900.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Underigned AGENTS of the above
Company are prepared to ACCEPT FIRE
Clas Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.
Hongkong, 20th May 1895.

PHENIX FIRE OFFICE
The Underigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAFFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887.

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838).

THE Underigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901.

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.**
OF AIX-LE-CHAPPEL.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.
Hongkong, 16th May, 1892.

**THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.**
(Established 1836).

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.
Hongkong, 3rd June, 1902.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG
The Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.
Hongkong, 16th November, 1892.

**NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,722,098.

I. AUTHORIZED CAPITAL... 23,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 887,500 0 0
II. FUND FUNDS... 2,695,548 5 2

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SHEWAN, TOMES & CO.
Hongkong, 1st July, 1902.

**THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.**
INCORPORATED 1851.

Cash Security ... 3,825,719
Total Losses Paid ... 28,769,240

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.
Hongkong, 22nd July, 1902.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE SEVEN SECRETS,

BY
WILLIAM LE QUEUX
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VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DUE
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMEDES"	On 26th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.
GLASGOW and LIVERPOOL	"VESPER"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.

FOR	HOMEWARDS.	TO SAIL
LONDON and ANTWERP	"TELEMACHUS"	On 20th August.
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DARDANUS"	On 12th September.
LONDON	"DIOMEDES"	On 30th September.
LIVERPOOL	"JASON"	On 14th October.
LIVERPOOL	"PYRRHUS"	On 20th September.

Hongkong, 20th August, 1902.

AGENTS, O. S. S. CO.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"WOOSUNG"	On 20th August.
Kobe	"YUNNAN"	On 21st August.
Manila	"SUNGKIANG"	On 23rd August.
PORT DARWIN, THURSDAY	"TSINAN"	On 23rd Aug. at 4 P.M.
ISLAND COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, MELBOURNE and		
ADELAIDE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA FOR PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, portions of which can be obtained on application to the Undersigned.

NEXT SAILINGS.
"TSINAN" leaves on 23rd August.
"CHANGSHA" " 2nd September.
"CHINGTU" " 25th " "
"TAIYUAN" " 24th October.

Superior accommodation and electric light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE AGENTS
CHINA NAVIGATION CO., LD.
Hongkong, 1st August, 1902. (1881)

OSAKA SHOSHEN KAISHA.

THE Company's Steamship
"KEELUNG MARU"
Captain K. Kobayashi, will inaugurate the New Service between HONGKONG and SHANGHAI via Port.

She is expected to arrive here from Swatow on Thursday, and will be despatched for SHANGHAI via Ports on SATURDAY, this 23rd instant.

Through Bills of Lading issued for Cargo to Yangtze River ports, as well as for North China ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For further information, apply to the Company's Branch Office at No. 2, Des Vaux Road Central.

THE ARIMA, Manager.
Hongkong, 18th August, 1902. (2224)

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"LENNOX" About 25th Aug.
"HEATHBURN" 31st Aug.
"AFFRIDI" 10th Sept.
"TIGERLEND CASTLE" 20th Sept.
"LOTHIAN" 30th Sept.
"LOWTHER C. STUE" To follow.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 20th August, 1902. (1711)

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA
THE Company's Steamship
"EUREKA"
Captain E. W. Almond, will be despatched for the above port on TUESDAY, the 26th inst., at 4 P.M.

Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation ample. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 19th August, 1902. (2221)

VESSEL ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG. "SENECA" About 18th August.

For Freight and further information apply to STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department, Agents.
Hongkong, 18th August, 1902. (2178)

"BEN" LINE OF STEAMERS.
FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship
"BENVOLICH"
Captain R. W. Thomson, will be despatched as above on or about THURSDAY, the 28th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 18th August, 1902. (2220)

"GLEN" LINE OF STEAMSHIPS.
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"GLENROY"
Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight, apply to MCGREGOR BROS. & COV.
Hongkong, 4th August, 1902. (2100)

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL. The following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:—

PROPOSED SAILINGS FROM HONGKONG. S.S. "INDRANT" 15th Sept. 1902. S.S. "INDRAWAY" Oct. 1902.

For Freight and further information, apply to JARDINE, MATHESON & CO., Agents.

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1902.

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA. THE Company's well-known Steamship

"ROSETTA MARU" 3,876 Tons.

Captain Tate, will be despatched for MANILA on Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUBI BUREAU KAISHA, Agents, Prince's Buildings, Ice House Street. Hongkong, 9th August, 1902. (16)

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS" are hereby notified that the Cargo is being discharged into Crates and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crates or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PARRAMATTA" FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex ss. Himalaya. From Australia, ex ss. Oceana. From Persian Gulf, ex ss. Pemba and Kilma.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 15th inst.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 15th August, 1902.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"RAMBERG," Captain Kirchner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M. To-day, the 13th inst.

Any Cargo awaiting discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 2 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 13th August, 1902. (2185)

HONGKONG STEAMERS.

Arnold Luyken, German str., 1,075, Payne, Aug. 14, E. A. Trading Co.

Asama, British steamer, 2,571, Belmont, Aug. 19, Shewan, Tomes & Co.

Bayern, German str., 3,128, Bleeker, Aug. 18, Melchers & Co.

Bienheim, French str., 1,004, True, Aug. 13, Chinese.

Bjorn, Norw. str., 722, Christensen, Aug. 16, Carlowitz & Co.

Braemar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited.

Brundage, German str., 572, Fungo, Aug. 18, Order.

Buenos Aires, American str., 275, Ross, July 8, Order.

Changsha, British str., 1,463, Moore, Aug. 16, Butterfield & Swire.

Chi-yuen, Chinese str., 1,211, Sleeman, Aug. 16, Chinese.

Chow, German str., 1,055, Kohler, Aug. 14, Butterfield & Swire.

Chwenshan, British str., 1,282, Sinclair, Aug. 8, Bradley & Co.

Crown of Arragon, British str., 1,474, Dorward, Order.

Diamante, British str., 1,254, Rodger, Aug. 15, Shewan, Tomes & Co.

Domingo de Larriga, Brit. str., 2,651, Hudson, Aug. 11, Dodwell & Co., Limited.

Doric, British steamer, 4,975, Smith, Aug. 16, O. & O. S. N. Co.

Empress of India, British str., 3,003, Marshall, Aug. 19, C. P. R. Co.

Fausang, British str., 1,410, Payne, Aug. 17, Jardine, Matheson & Co.

Florida, British str., 1,183, Roach, Aug. 17, Douglas Laiprak & Co.

Hue, French steamer, 704, Goddard, Aug. 18, A. R. Marty.

Indrapura, British str., 3,152, Hollingsworth, Aug. 11, Allan Cameron.

I. de la Rama, Amr. str., 630, Such, Aug. 3, Order.

Kowloon, German str., 1,495, Stehr, Aug. 17, Siemens & Co.

Kw. China, Chinese str., 1,467, Lincoln, Aug. 19, Chinese.

Kwelin, British str., 1,108, McIntosh, Aug. 17, Butterfield & Swire.

Laisang, British str., 2,225, Young, Aug. 1, Jardine, Matheson & Co.

Loongmoon, Ger. str., 1,245, Schulz, Aug. 10, Siemens & Co.

Machew, German str., 995, Hayes, Aug. 7, Melchers & Co.

Maidaur, Amr. Japanese str., 667, Saito, Aug. 18, Matsuo & Co.

Maria Jensen, Ger. str., 1,771, Ha. met, July 22, Johnson & Co.

Nanshan, Brit. str., 1,299, Morehouse, Aug. 6, Bradley & Co.

Pakistan, British str., 1,235, Reid, May 28, Bradley & Co.

Pax, Belgian steamer, 1,207, Rankin, Aug. 3, Melchers & Co.

Phra U. C. Klau, German str., 1,012, Bohn, Aug. 18, Bettendorf & Swire.

Princess Irene, German str., 6,686, Dannemann, Aug. 19, Melchers & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei.

Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Kowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, en route along coast.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stapford, en route Hongkong.

Brantley, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, at Sialoa.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Rhos. D. Pratt, at Weihaiwei.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Eclipse, cruiser, 5,800 tons, 11 guns, Captain Stokes, at Weihaiwei.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, en route Hongkong.

Fame, torpedo-boat destroyer, 308 tons, 6 guns, 5,700 h.p., Capt. Colin Mackenzie, D.S.O., at Weihaiwei.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.A., Japan.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Weihaiwei.

Humber, storeship, 1,640 tons, Comdr. John D. Danforth, at Hongkong.

Janna, torpedo-boat destroyer, 280 tons, 6 guns, 3,300 h.p., in reserve.

Kimsha, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangtze.

Moerhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, at Hongkong.

Matine, sloop, 980 tons, 10 guns, Comdr. W. M. Penderleath, Bearing Sea.

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Richard W. White, Japan.

Order, torpedo-boat destroyer, 320 tons, in reserve.

Phoenix, sloop, 1,915 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.

Pique, cruiser, 3,600 tons, 8 guns, 7,960 h.p., Capt. H. C. Reynolds, on Yangtze.

Rambler, surveying ship, 583 tons, Capt. Morris H. Smyth, Japan.

Rivindale, sloop, 950 tons, Comdr. D. St. Aubyn Wake, at Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John I. Irven, at Hongkong.

Rocario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Bearing Sea.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Murray MacG. Lockhart, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,000 h.p., in reserve.

Talbot, cruiser, 5,000 tons, 11 guns, 9,600 h.p., Capt. Louis Bayley, at Weihaiwei.

Tamar, receiving ship, 4,000 tons, 6 guns, Commodore Robinson, A.D.C., at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. W. Dalgety, at Shanghai.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., on Yangtze.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Act. Comdr. Louis J. MacKintosh, Straits.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. E. C. Hardy, at Weihaiwei.

Whisper, torpedo-boat destroyer, 300 tons, 6 guns, 5,900 h.p., Lieut. Comdr. C. P. Mansel, at Weihaiwei.

Wyvern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh G. Somerville, on Yangtze.

Desertes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saunay, at Saigon.

Dimitri Donskoy, Russian armoured cruiser, 600 tons, 14 guns, 7,000 h.p., Comdr. M. van der Sooten, at Singapore.

Dia, Portuguese gunboat, 1,720 tons, Capt. P. d'Almeida, at Saigon.

Don Juan de Austria, American gunboat, Com. Boorman, at Manila.

POST OFFICE NOTICES

The Nippon Maru, with the American Mail of the 24th ult, left Shanghai on Monday, the 18th inst, at 7 p.m., and may be expected here to-morrow.
The Nippon Maru, with the French Mail of the 24th ult, left Singapore on Tuesday, the 19th inst, at 4 p.m., and may be expected here on or about Tuesday, the 26th inst. This packet brings replies to letters despatched from Hongkong on the 21st June.

MALES WILL CLOSE

FOR	PER	DATE
Canton	Hongkong	Wednesday, 20th, 7.0 A.M.
Moji, Kobe and Yokohama	Hongkong	Wednesday, 20th, 10.00 A.M.
Tokyo (Java)	Hongkong	Wednesday, 20th, 10.00 A.M.
Hongkong and Singapore	Hongkong	Wednesday, 20th, 10.00 A.M.

EUROPE, &c., India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Macao	Hongkong	Wednesday, 20th, 12.15 P.M.
Singapore	Hongkong	Wednesday, 20th, 3.00 P.M.
Kunming and Shanghai	Hongkong	Wednesday, 20th, 4.00 P.M.
Canton	Hongkong	Wednesday, 20th, 4.00 P.M.
Quang Techu, Hoihow, Pakhoi and Hainan	Hongkong	Thursday, 21st, 9.00 A.M.
Singapore, Penang and Calcutta	Hongkong	Thursday, 21st, 2.00 P.M.
Tientsin	Hongkong	Thursday, 21st, 3.00 P.M.
Manila	Hongkong	Thursday, 21st, 3.00 P.M.
Shanghai	Hongkong	Thursday, 21st, 3.00 P.M.
Singapore	Hongkong	Thursday, 21st, 3.00 P.M.
Kobe	Hongkong	Thursday, 21st, 4.00 P.M.
Karachi	Hongkong	Friday, 22nd, 10.00 A.M.
Singapore	Hongkong	Friday, 22nd, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU, and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Yokohama and Kobe	Nippon	Friday, 22nd, 3.00 P.M.
Yokohama	Nippon	Friday, 22nd, 3.00 P.M.
Hongkong	Nippon	Friday, 22nd, 3.00 P.M.
Singapore, Samarang and Sourabaya	Nippon	Saturday, 23rd, 11.00 A.M.
Manila	Nippon	Saturday, 23rd, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., Tacoma	Nippon	Saturday, 23rd, 11.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide	Nippon	Saturday, 23rd, 11.00 A.M.
Amoy and Shanghai	Nippon	Saturday, 23rd, 11.00 A.M.

EUROPE, &c., India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle	Nippon	Monday, 25th, 3.00 P.M.
Manila	Nippon	Monday, 25th, 3.00 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU, and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Nippon	Saturday, 30th, 10.00 A.M.
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COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON	19th August
Telegraphic Transfer	1.93
Bank Bills, on demand	1.92
Bank Bills, at 30 days sight	1.91
Bank Bills, at 4 months sight	1.90
Bank Bills, at 6 months sight	1.89
Documentary Bills, 4 months sight	1.88
ON NEW YORK	19th August
Telegraphic Transfer	1.33
Bank Bills, on demand	1.32
Bank Bills, at 30 days sight	1.31
Bank Bills, at 4 months sight	1.30
Bank Bills, at 6 months sight	1.29
Documentary Bills, 4 months sight	1.28
ON HONGKONG	19th August
Telegraphic Transfer	1.00
Bank Bills, on demand	1.00
Bank Bills, at 30 days sight	1.00
Bank Bills, at 4 months sight	1.00
Bank Bills, at 6 months sight	1.00
Documentary Bills, 4 months sight	1.00

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. steamer Nippon Maru left Shanghai for this port on the 18th inst, at 7 p.m., and is due here to-morrow, at daylight.
THE BRITISH MAIL.
The M.M. steamer Luce, left Singapore on the 19th inst, at 4 p.m., for this port via Saigon.
MERCHANT STEAMERS.
The "Barber" Line steamer Lothian Castle, from New York and Straits, left Manila on the 17th inst, and is expected here to-day.
The A.L. steamer Nippon left Singapore for this port on the 14th inst.
The C.M. steamer Knicker, from Glasgow and Liverpool, arrived at Singapore on the 13th inst, and called for Hongkong on the 15th inst.
The P. & O. steamer Candia left Singapore for this port on the 15th inst, at 11 a.m.
The N.P. steamer Ticonderoga left Yokohama for Hongkong on the 18th inst, at 10 a.m.
The N.Y.K. steamer Tama Maru (European Line) left Shanghai for this port on the 18th inst, at 7 p.m., and is expected here to-morrow.
The H.A. steamer Prinsess, from Hamburg, left Singapore for this port on the 19th inst, and may be expected here on or about the 22nd inst.
The A.L. steamer China left Kobe via Moji on the 7th inst.

JOINT STOCK SHARES

Hongkong, 19th August

COMPANY	PAID UP	QUOTATIONS
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Hongkong & Shanghai	\$125	\$500, ex div. buy. 1/400, 2/400, c. div.
Natl. Bank of China	29	\$27, sellers
Bank of China	29	\$27, sellers
Bank of Communications	29	\$27, sellers
Bank of India	29	\$27, sellers
Bank of Japan	29	\$27, sellers
Bank of Korea	29	\$27, sellers
Bank of Manchuria	29	\$27, sellers
Bank of Mongolia	29	\$27, sellers
Bank of Persia	29	\$27, sellers
Bank of Siam	29	\$27, sellers
Bank of Sumatra	29	\$27, sellers
Bank of Tonkin	29	\$27, sellers
Bank of Yunnan	29	\$27, sellers
Bank of Zibo	29	\$27, sellers
Bank of Amoy	29	\$27, sellers
Bank of Canton	29	\$27, sellers
Bank of Hankow	29	\$27, sellers
Bank of Harbin	29	\$27, sellers
Bank of Kobe	29	\$27, sellers
Bank of London	29	\$27, sellers
Bank of Lyons	29	\$27, sellers
Bank of Madrid	29	\$27, sellers
Bank of Manila	29	\$27, sellers
Bank of Mexico	29	\$27, sellers
Bank of Moscow	29	\$27, sellers
Bank of Nanking	29	\$27, sellers
Bank of Peking	29	\$27, sellers
Bank of Shanghai	29	\$27, sellers
Bank of Singapore	29	\$27, sellers
Bank of Soerabaya	29	\$27, sellers
Bank of Swatow	29	\$27, sellers
Bank of Tientsin	29	\$27, sellers
Bank of Yokohama	29	\$27, sellers

THE WEATHER

CHINA COAST METEOROLOGICAL REGISTER, 18th AUGUST, P.M.

CHINA COAST METEOROLOGICAL REGISTER, 18th AUGUST, P.M.						
STATION.	Hour.	Barometer corrected to sea level and 820 Fahrs.	Thermom- eter tem- perature	Humidity	Wind- direction force.	Wind- force.
Indivostok	2 p.				SE	0
Yunmuro	"	30.10			SE	0
Hakodate	"	30.00			SE	0
Yokohama	"	29.98			NW	4
Kobe	"	29.98			NW	4
Kochi	"	29.98			NW	4
Yokosaki	"	29.93			SW	6
Yagoshima	"	29.88			SE	8
Osaka	"	29.85			NW	4
Kyushu	"	29.81			NW	4
Yokagajima	"	29.81			NW	4
Yasuhuku	1 p.	29.72			W	2
Yasuku	"	29.72			W	2
Yaman	"	29.74			W	2
Koshu	"	29.78			W	2
Pescadore	3 p.	29.76			W	2
Chunpui	3 p.	29.79	85	83	SE	3
Sharp Peak	"	29.71	85	83	SE	3
Swatow	230 p.	29.77	86	68	SE	3
Swatow	3 p.	29.73	91	68	SE	1
Canton	"	29.68	85	68	SE	1
Hongkong	4 p.	29.77	85	77	SE	1
Yie Tin Peak	"					
Sharp Peak	"	29.70			SE	1
Yasaku	"	29.70	91		SE	1
Yasuhong	"	29.76	81	85	W	2
Yasama	3 p.				SW	2
Yasakool	"				W	1
Yasaku	"	29.84	89		W	1
Yasaku	"	29.79	87		SE	2
S. James	4 p.					